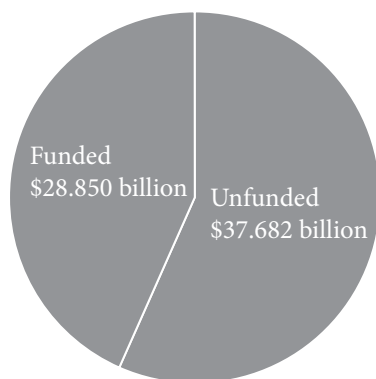


The Unfunded High Priorities are the core of the WTP. This section of the Appendix includes those program targets that the Transportation Commission prioritized as medium or lower priorities. Many of this proposed targets are related to either current Commission studies, determined to need further data, or were simply not considered the most strategic investments needing immediate attention.

Given the fact that future revenue increases will require increasingly creative financing solutions and demand the most strategic approach to garnering legislative, gubernatorial, and citizen support, not all program targets can be high priorities.

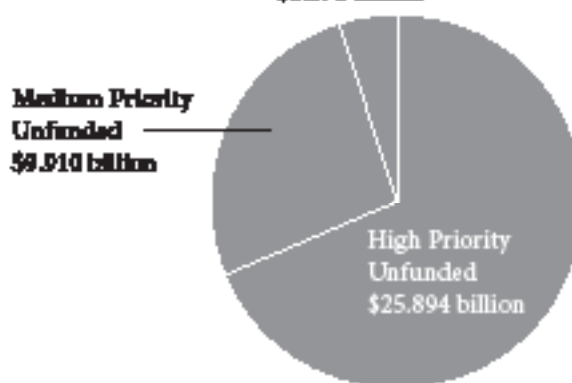
The following medium and lower priorities should be further reviewed in the next two to five years, following completion of the studies and their respective findings.

#### WTP Funded and Unfunded Amounts

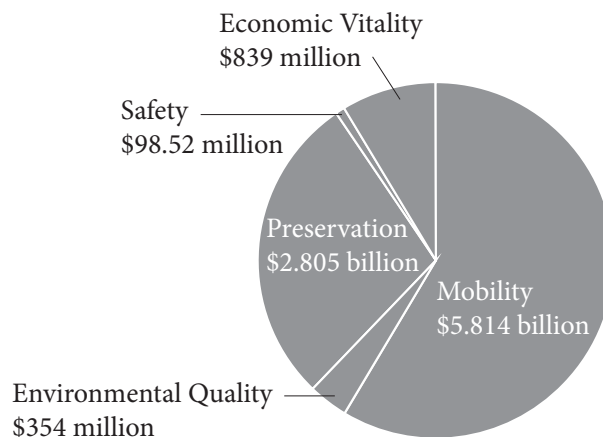


The chart above shows the relationship between the funded and unfunded program targets over the next twenty years. The chart to the right, at the top, shows the distribution of the all the program targets considered grouped by high, medium and lower priority ranking. The medium and lower priorities are grouped by the five investment guidelines as shown in the remaining charts to the right.

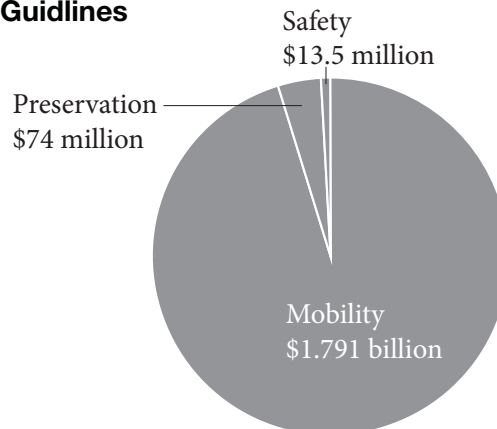
#### High, Medium and Lower Priority Unfunded



#### Medium Priority Unfunded Investment Guidelines



#### Lower Priority Unfunded Investment Guidelines



**Medium Priority Unfunded Preservation Targets—\$2.805 billion**

- Rehabilitate concrete pavement on non-Interstate—\$18 million
- Replace and extend the life of safety rest areas—\$15 million
- Replace aging support facilities such as maintenance sheds—\$181 million
- Preserve county roads and ferries—\$41 million
- Replace transit system bus capital—\$2 billion
- Address capital needs of public transit for new vehicles, equipment and replace facilities replacements—\$550 million

**Medium Priority Unfunded Safety Targets—\$98.52 million**

- Provide better weather information to pilots—\$150,000
- Prevent railroad trespassing with fencing and signage and other methods (the dollar amount necessary for this target is unknown until completion of the rail study)
- Improve air transportation safety and airport operations by restricting the encroachment of obstructions within airport runway approach and departure areas and other critical airspace surfaces—\$8.17 million
- Improve state highway infrastructure security by enhancing or establishing surveillance systems and reinforcement of bridges and structures—\$25 million
- Complete the highway security vulnerability assessment to identify additional security needs and guide implementation—\$50 million
- Add safety rest areas and make other necessary interstate system improvements to reduce driver fatigue and related collisions—\$15.2 million

**Medium Priority Unfunded Economic Vitality Targets—\$839 million**

- Prepare and respond to events of statewide significance (such as Vancouver 2010 Olympics)—\$44.26 million
- Mitigate regional economic development and freight system—\$793 million
- Study the benefits of a public-private truck-toll highway from Central Puget Sound to the Oregon border (possibly an extension of I-5)—\$500,000
- Create a plan for freight system security and restoration of service—\$175,000

- Study fuel pipeline capacity and distribution alternatives—\$750,000
- Develop a diesel emission reduction strategy for freight transportation—\$110,000

**Medium Priority Unfunded Mobility Targets—\$5.814 billion**

- Improve services for special needs populations in 553.4+both rural and urban areas through demonstration projects—\$20 million
- Expand existing web-based information system to enable people to plan detailed itineraries between communities across Washington and into Oregon—\$8 million
- Fund remaining needs for additional rural mobility grants to assist non-profit providers in areas of the state with limited transit service—\$364 million
- Connect communities and rural areas to urban centers with bus service—\$32 million
- Improve capacity at five ferry terminals: Clinton, Edmonds, Tahlequah, Seattle, and Southworth and construct four new ferry vessels—\$520 million
- Connect urban area local corridors that span several jurisdictions—\$150 million
- Address a backlog of maintenance and operations facility upkeep to extend life of facilities, reduce maintenance costs, and increase efficiency of operations based at these locations—\$208 million
- Address travel demand management and commute trip reduction needs—currently unknown, expected to be available in late 2006
- Expand the trip reduction performance program (part of Commute Trip Reduction) to fund cost effective projects, implementing recommendations to improve the program, and provide technical support to grant recipients—\$20 million
- Implement a park and ride program in coordination with transit systems, including alleviating overcrowding of existing lots, providing safety and security, and accommodate growing demand—\$200 million
- Provide incentives and support for local jurisdictions to develop Growth & Transportation Efficiency Centers, as employers located in these areas tend to have higher levels of trip reduction—\$32 million
- Provide additional funds for Commute Trip Reduction County Support to help counties experiencing highway congestion integrate regional and local plans to reduce solo driving commute trips—\$25 million

- Educate the public and use marketing to increase travelers use of commute options for Commute Trip Reduction—\$10 million
- Purchase more vans for the vanpool enhancement program—\$45.9 million
- Develop and sustain a vanpool rideshare incentive program, using vanpool financial incentives and technical assistance—\$12.5 million
- Improve capacity at five ferry terminals: Clinton, Edmonds, Tahlequah, Seattle, and Southworth and construct four new ferry vessels—\$520 million
- Connect urban area local corridors that span several jurisdictions—\$150 million
- Conduct statewide air transportation capacity and demand study (remainder of Phase II and Phase III of the study)—\$500,000
- Extend the state highway system, expand the corridor, improve interstate capacity, and complete non-interstate corridor—\$2.25 billion
- Develop interstate capacity projects in conjunction with the update of the highway system plan—\$2 billion

**Medium Priority Unfunded Environmental Quality Targets—\$354 million**

- Fix additional locations on state highways with recurring maintenance activities such as stream bank failures, which will reduce maintenance costs and protect existing highway, reduce flooding risk, and improve habitat for important fish species—\$98 million
- Complete noise retrofit at the 60 remaining pre-1977 locations on state highways where high noise levels are present—\$205 million
- Increase habitat connectivity by providing safe highway crossing opportunities for wildlife migrations—\$50 million
- Complete the Cities and Counties Inventory and assessment of fish passage barriers, stormwater retrofit, and habitat connectivity and other environmental needs—\$1 million

Benefits include:

- Extend service life of safety rest areas, lower the cost of operating and maintaining them, and accommodate user demand, increasing energy efficiency.
- Reduce rail-trespasser accidents;
- Increase highway security by prioritizing the most vulnerable areas that require security measures and
- Reduce driver fatigue and related collisions
- Assist travelers in reaching the event by completing needed infrastructure improvements prior to the 2010 Winter Games. Positive visitor experience before, during, and after the Games will lead to return recreational visits to Washington, and the transportation improvements will lead to long-lasting benefits to cross-border travel (including freight movement).
- Providing adequate funding for regional economic development freight projects will ensure balanced and continued economic growth for our state's distinct regions. As international trade and mainline rail traffic grows, it becomes more important to local communities and freight mobility that vehicle and rail traffic are separated. The state also needs to develop a program to help optimize truck movements in metropolitan and local areas, as well as conduct a study clarifying the state's role regarding financial support of shortline freight rail.
- Analyze the benefits of alternative options for adding capacity from Central Puget Sound to the Oregon border (truck-toll highway) would address long range needs for freight capacity on the corridor.
- Conduct a fuel pipeline capacity and distribution alternatives study to analyze constraints and remove obstructions to fuel distribution alternatives so that the market may respond to Washington's long-term demand.
- Ensure that there is a plan for timely restoration of freight service in the event of a major security or natural disruption. This would prevent negative short-term and long-term impacts to Washington's economy and quality of life.
- Identify strategies and solutions that minimize the negative air quality impacts of freight-related diesel emissions, while ensuring continued freight mobility and support of freight dependent industries.
- Improved maintenance and incident response on highways and greater safety, mobility, and reliability of the transportation system.
- Improve mobility for people and goods.

- Maintain current service standards on the ferry system.
- Improve service and reduce wait times for ferry travelers.
- Improve mobility and access on the local network.
- Increased awareness of statewide aviation needs. Reduce delay and improve travel time reliability and increase capacity. Increase the capacity of the interstates including reducing the worst delay locations, reducing the next level delay locations, and reducing the lower level delay locations.
- Improve streams for fish habitat, increase potential for salmon recovery, and improve wildlife habitat and connectivity
- Reduce use of herbicides, presence of noxious weeds, and improve water quality

The Transportation Commission is currently conducting a rail study. Findings from this study will further inform priority consideration of this target.

#### **Lower Priority Unfunded Preservation Targets—\$74 million**

- Maintain airport pavements at lowest life-cycle cost for those rural airports that are not part of the National Plan of Integrated Airport Systems. A large backlog in general aviation airport runway pavement projects is threatening the viability of many rural general aviation airports. Full preservation needs and costs will be developed as part of the Aviation System Plan update that is currently underway—\$74 million

#### **Lower Priority Unfunded Safety Targets—\$13.5 million**

- Institute an all-weather airport access program to include the installation of airport weather reporting equipment, development of instrument approaches, installation of navigation aids, and data communication systems—\$13.5 million

#### **Lower Priority Unfunded Mobility Targets—\$1.791 billion**

- Assist transit agencies in providing additional and new on-demand (Dial-a-Ride) service—\$1 billion
- Provide Amtrak *Cascades* intercity passenger rail service—\$471.7 million
- Analyze Regional Mobility Grant Program for transit expansion.
- Provide Amtrak *Cascades* intercity passenger rail service - long-range plan for intercity passenger rail service includes major construction projects and new train equipment to achieve long-range service goals, which will increase intercity passenger rail capacity—\$319 million

#### **Benefits:**

- Increasing safety and operational efficiency as well as expanding economic development opportunities in many rural areas of the state.
- Provide increased safety during adverse weather conditions, increased accessibility to airports, and increased economic opportunities.
- Serve unmet need for on-demand service
- Benefits include improved passenger rail services and greater system efficiency on congested corridors. This means that travelers will have increased options for travel and they should notice increased reliability in trip duration and arrival times.